By WG Lewis NARS, Date Jan 29, 1985

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AFOIR-CO/Lt Col Garrett, mcb/4544
28 Oct 47

X452.1/misc X0009 Phenomena

Intelligence Requirements on Flying Saucer Type Aircraft

30 OCT 1947

SGID
ttn: Plans and
ollection Branch

Hq, USAF - AFOIR

Lt. Col Garrett/mcb/4544

1. It is requested that a Collection Memorandum, similar to the attached raft, be issued to the addresses indicated thereon. This is in accordance ith conversation between Lt. Colonel Smith and Lt. Colonel Garrett.

2. It will be appreciated if, at the time this Memorandum is reproduced, en (10) additional copies could be run off and sent to the Directorate of ntelligence, Air Intelligence Requirements Division, Collection Branch, for ile purposes.

FOR THE SECRETARY OF THE AIR FORCE:

2 Incls.
1. Intelligence Requirements
2. Draft of Collection Memorandum

GEO. F. SCHULGEN
Brigadier General, U.S.A.F.
Chief, Air Intelligence Requirements Div.
Office of Ass't. Chief of Air Staff-2

AAF
30 OCT 1947
MAIL BRANCH

PRM 1158

SYMBOL	AFOIR-CO			

Document 6

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DRAFT OF COLLECTION MEMORANDUM

OBJECT

1. This Memo sets forth the current intelligence requirements in the field of Flying Saucer type aircraft.

GENERAL

1. An alleged "Flying Saucer" type aircraft or object in flight, approximating the shape of a disc, has been reported by many observers from widely scattered places, such as the United States, Alaska, Canada, Hungary, the Island of Guam, and Japan. This object has been reported by many competent observers, including USAF rated officers. Sightings have been made from the ground as well as from the air.

2. Commonly reported features that are very significant and which may aid in the investigation are as follows:

a. Relatively flat bottom with extreme light-reflecting ability.

b. Absence of sound except for an occasional roar when operating under super performance conditions.

c. Extreme maneuverability and apparent ability to almost hover.

d. A plan form approximating that of an oval or disc with a dome shape on the top surface.

e. The absence of an exhaust trail except in a few instances when it was reported to have a bluish color, like a Diesel exhaust, which persisted for approximately one hour. Other reports indicated a brownish smoke trail that could be the results of a special catalyst or chemical agent for extra power.

f. The ability to quickly disappear by high speed or by complete disintegration.

g. The ability to suddenly appear without warning as if from an extremely high altitude.

h. The size most reported approximated that of a C-54 or Constellation type aircraft.

i. The ability to group together very quickly in a tight formation when more than one aircraft are together.

j. Evasive action ability indicates possibility of being manually operated, or possibly by electronic or remote control devices.

k. Under certain power conditions, the craft seems to have the ability to cut a clear path through clouds -- width of path estimated to be approximately one-half mile. Only one incident indicated this phenomenon.

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3. The first sightings in the U.S. were reported around the middle of May. The last reported sightings took place in Toronto, Canada, 14 September. The greatest activity in the U.S. was during the last week of June and the first week of July.

4. This strange object, or phenomenon, may be considered, in view of certain observations, as long-range aircraft capable of a high rate of climb, high cruising speed and highly maneuverable and capable of being flown in very tight formation. For the purpose of analysis and evaluation of these so-called "flying saucers", the object sighted is being assumed to be a manned craft of unknown origin. While there remains the possibility of Russian manufacture, based on the perspective thinking and actual accomplishments of the Germans, it is the considered opinion of some elements that the object may in fact represent an interplanetary craft of some kind.

5. There is also a possibility that the Horton brothers' perspective thinking may have inspired this type of aircraft - particularly the "Parabola", which has a crescent plan form. Records show only that a glider version was built of this type aircraft. It is reported to have been built in Heilegenberg, Germany, but was destroyed by fire before having ever been flown. The Horton brothers' latest trend of perspective thinking was definitely toward aircraft configurations of low aspect ratio. The younger brother, Riemar, stated that the "Parabola" configuration would have the least induced drag - which is a very significant statement. The theory supporting this statement should be obtained if possible.

6. The German High Command indicated a definite interest in the Horton type of flying wing and were about to embark on a rigorous campaign to develop such aircraft during the end of the war. A Horton design, known as the IX, which was designated as the Go-8-229 and Go-P-60 (night fighter) was to be manufactured by the Gotha Plant. It is reported that a contract for fifty such aircraft was planned, but only three or four were built. This plant is now in the hands of the Russians.

REQUIREMENTS

1. Requirements appear at Inclosure No. 1.

SPECIAL INSTRUCTIONS

Control No. A-1917

DISTRIBUTION

1. To MA's England, France, Sweden, Finland, USSR, Turkey, Greece, Iran, China, Norway, Philippines, and to Commander-in-Chief, Far East, and Commanding General, United States Air Forces in Europe, through Commanding General, EUCOM.

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DRAFT INCLOSURE NO. 1

1. Research and Development

   a. What German scientists had a better-than-average knowledge of the Horten brothers' work and perspective thinking; where are these scientists now located, and what is their present activity? These should be contacted and interrogated.

   b. What is the present activity of the Horten brothers, Walter and Riemar?

   c. What is known of the whereabouts of the entire Horten family, particularly the sister? All should be contacted and interrogated regarding any contemplated plans or perspective thinking of the Horten brothers, and any interest shown by the Russians to develop their aircraft.

   d. Are any efforts being made to develop the Horten "Parabola" or modify this configuration to approximate an oval or disc?

   e. What is the Horten perspective thinking on internal controls or controls that are effective mainly by streams of air or gas originating from within the aircraft to supplant conventional external surface controls?

2. Control

   For any aircraft whose shape approximates that of an oval, disc, or saucer, information reagrding the following items is requested:

   a. Boundary layer control method by suction, blowing, or a combination of both.

   b. Special controls for effective maneuverability at very slow speeds or extremely high altitudes.

   c. Openings in either the leading edge top and bottom surfaces that are employed chiefly to accomplish boundary layer control or for the purpose of reducing the induced drag. Any openings in the leading edge should be reported and described as to shape, size, etc. This investigation is significant to justify a disc shape configuration for long-range application.

   d. Approximate airfoil shape in the center and near the tips.

   e. Front view and rear view shape.

3. Items of Construction

   a. Type of material, whether metal, ferrous, non-ferrous, or non-metallic.

   b. Composite or sandwich construction utilizing various combinations of metals, metallic foils, plastics, and perhaps balsa wood or similar material.

   c. Unusual fabrication methods to achieve extreme light weight and structural stability.

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4. Items of Arrangement

   a. Special provisions such as retractable domes to provide unusual observation for the pilot or crew members.

   b. Crew number and accomodation facilities.

   c. Pressurized cabin equipment.

   d. High altitude or high speed escapement methods.

   e. Methods of pressurization or supercharging from auxillary units or from the prime power plant.

   f. Provisions for towing - especially with short fixed bar, and for re-fueling in flight.

   g. Provisions for assisted take off application.

   h. Unusual features or provisions regarding the opening and closing of the doors.

   i. Bomb bay provisions, such as dimensions and approximate location.

5. Landing Gear

   a. Indicate type of landing gear - whether conventional, tricycle, multiple wheel, etc., or of an unconventional type such as tripod or skid.

   b. Retractable, and jettison features for hand gear.

   c. Provisions for takeoff from ice, snow, sand or water.

6. Power Plant

   a. Information is needed regarding the propulsion system used in the aircraft. Possible types of engines that could be employed include:

      (1) Reciprocating (piston type) engine or gas turbine. Either or both of these could be used to drive propellers of conventional or special design, rotating vanes, ducted fans, or compressors.

      (2) Jet propulsion engines including turbo jets, rockets, ramjets, pulse jets, or a combination of all four.

      (3) Nuclear propulsion (atomic energy). Atomic energy engines would probably be unlike any familiar type of engine, although atomic energy might be employed in combination with any of the above types.

      Aircraft would be characterized by lack of fuel systems and fuel storage space.

   The presence of an unconventional or unusual type of propulsion system cannot be ruled out and should be considered of great interest.

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b. The power plant would likely be an integral part of the aircraft and could possibly not be distinguished as an item separate from the aircraft. If jet propulsion is used, large air handling capacity, characterized by a large air inlet and large exhaust nozzle, should be evident. The size of entrance and exit areas would be of interest. It is possible that the propulsive jet is governed or influenced for control of the aircraft. The presence of vanes or control surfaces in the exhaust or methods of changing the direction of the jet should be observed.

c. Information desired on the propulsion systems pertains to the following items:

(1) Type of power plant or power plants.

(2) General description.

(3) Rating (thrust, horsepower, or air flow).

(4) Type of fuel, or, conversely, lack of visible fuel supply.

(5) Catalytic agents for super-performance or normal cruising power.

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DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 863511
By GLewis NARA, Date 8/13/86.

EXHIBIT "A"

Project Sign Study Requirements

The possibility that some of the unidentified aerial objects that have been reported both in the United States and in foreign lands may have been experimental spaceships, or test vehicles for the purpose of assisting in the development of spaceships, has been given consideration by this Command.

If such craft actually have been sighted, it is believed more likely that they represent the effort of a foreign nation, rather than a product from beyond the Earth.

Present world knowledge, techniques and resources are probably adequate to meet the requirements for spaceship construction, or at least to establish the preliminary experimental foundation for such an accomplishment in the near future.

In any case, the design and performance parameters of the craft would necessarily be in conformance and consistent with the established principles of our sciences.

To assist in the collection of information, relating to unidentified aerial objects that may possibly represent spaceships or spaceship test vehicles, and to assist in the analysis and evaluation of such reported craft, technical information that includes the distinguishing design and performance parameters for spaceships is considered necessary.

While such information is contained outright, or implicitly, in the series of Rand Project reports, it would be of much value to this Command to have a list of the special design and performance characteristics that are believed to distinguish spaceships, together with any further scientific clues that might assist in their detection and identification, prepared by Rand scientific personnel.

T-65382

DECLASSIFIED PER EXECUTIVE ORDER 12356, Section 3.3, NND 863511
By JGLewis NARA, Date 3/13/86.

22 July 48

MCIAXS

MCIAXS/LET/mak
July 1948

SUBJECT: Request for Study by Rand Project

THRU: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AFOIN

TO: Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AFMSD

1. It is requested that the special study, described in the inclosure be approved and the Rand Corporation be authorized to establish a study of 3A priority, consistent in scope and degree of treatment with the described requirements.

2. It is further requested that Air Materiel Command be assigned to moniter the project in conformance with Air Corps Letter 80-10, 21 July 1948, Section 3, Paragraph J.

FOR THE COMMANDING GENERAL:

1 Incl
Exhibit "A"
Project Sign Study
Requirements

W. R. CLINGERMAN
Colonel, USAF
Actg Chief, Intelligence Department

35005 Project - Rand

T-65382

Document 7

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Basic Ltr fr CG, ANC, WF to CG, AAF, Wash. D. C. subj "AMC Opinion Concerning "Flying Discs".

(2) Absence of trail, except in a few instances when the object apparently was operating under high performance conditions.

(3) Circular or elliptical in shape, flat on bottom and domed on top.

(4) Several reports of well kept formation flights varying from three to nine objects.

(5) Normally no associated sound, except in three instances a substantial rumbling roar was noted.

(6) Level flight speeds normally above 300 knots are estimated.

f. It is possible within the present U. S. knowledge — provided extensive detailed development is undertaken — to construct a piloted aircraft which has the general description of the object in subparagraph (e) above which would be capable of an approximate range of 7000 miles at subsonic speeds.

g. Any developments in this country along the lines indicated would be extremely expensive, time consuming and at the considerable expense of current projects and therefore, if directed, should be set up independently of existing projects.

h. Due consideration must be given the following:-

(1) The possibility that these objects are of domestic origin - the product of some high security project not known to AC/AS-2 or this Command.

(2) The lack of physical evidence in the shape of crash recovered exhibits which would undeniably prove the existence of these objects.

(3) The possibility that some foreign nation has a form of propulsion possibly nuclear, which is outside of our domestic knowledge.

3. It is recommended that:-

a. Headquarters, Army Air Forces issue a directive assigning a priority, security classification and Code Name for a detailed study of this matter to include the preparation of complete sets of all available and pertinent data which will then be made available to the Army, Navy, Atomic Energy Commission, JRDB, the Air Force Scientific Advisory Group, NACA, and the RAND and NEPA projects for comments and recommendations, with a preliminary report to be forwarded within 15 days of receipt of the data and a detailed report thereafter every 30 days as the investi-

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gation develops. A complete interchange of data should be effected.

4. Awaiting a specific directive AMC will continue the investigation within its current resources in order to more closely define the nature of the phenomenon. Detailed Essential Elements of Information will be formulated immediately for transmittal thru channels.

N. F. TWINING
Lieutenant General, U.S.A.
Commanding

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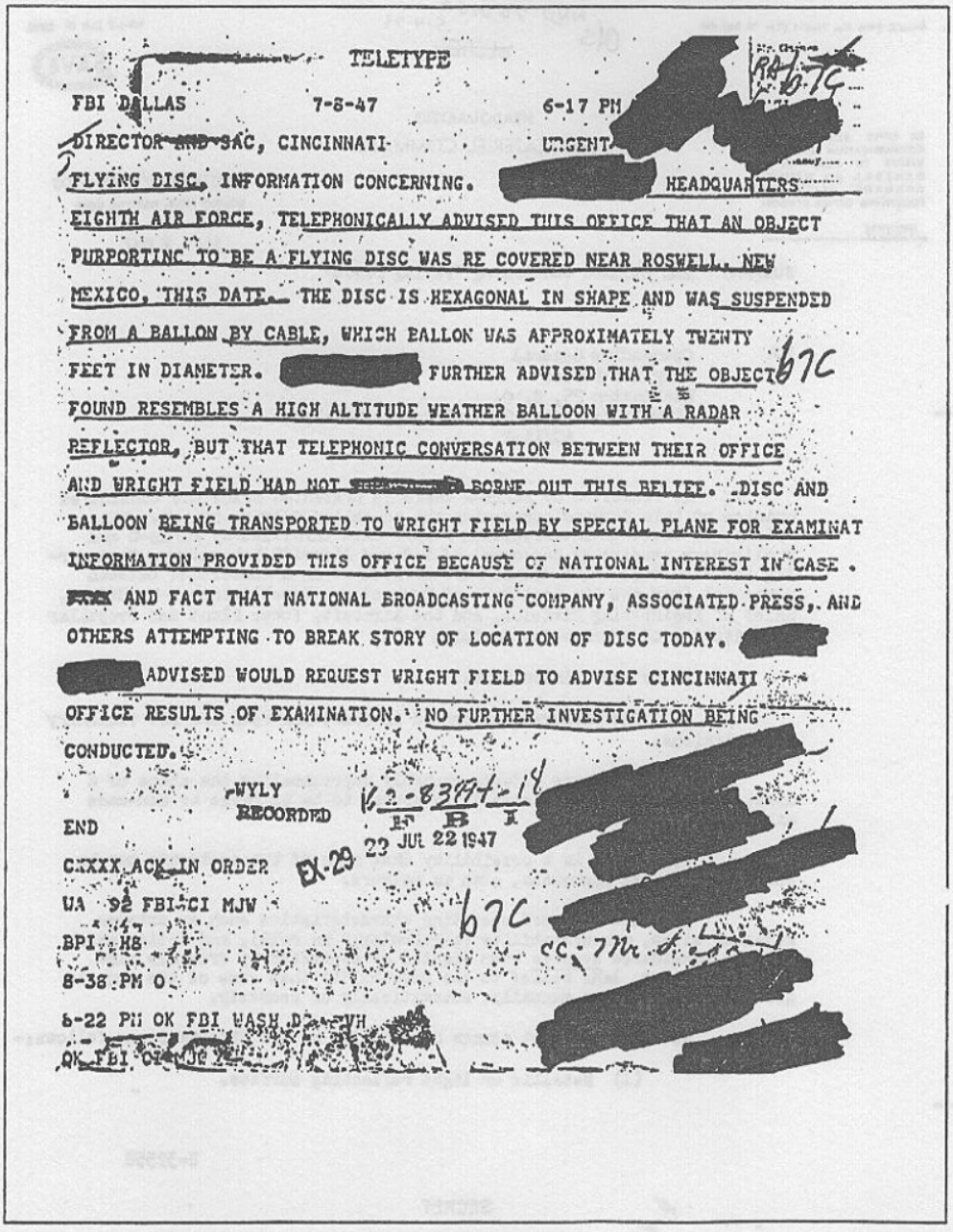
U-39552

DI. 13



TELETYPE

FBI DALLAS 7-8-47 6-17 PM

DIRECTOR AND SAC, CINCINNATI URGENT

FLYING DISC, INFORMATION CONCERNING. [redacted] HEADQUARTERS EIGHTH AIR FORCE, TELEPHONICALLY ADVISED THIS OFFICE THAT AN OBJECT PURPORTING TO BE A FLYING DISC WAS RE COVERED NEAR ROSWELL, NEW MEXICO, THIS DATE. THE DISC IS HEXAGONAL IN SHAPE AND WAS SUSPENDED FROM A BALLON BY CABLE, WHICH BALLON WAS APPROXIMATELY TWENTY FEET IN DIAMETER. [redacted] FURTHER ADVISED THAT THE OBJECT FOUND RESEMBLES A HIGH ALTITUDE WEATHER BALLOON WITH A RADAR REFLECTOR, BUT THAT TELEPHONIC CONVERSATION BETWEEN THEIR OFFICE AND WRIGHT FIELD HAD NOT [redacted] BORNE OUT THIS BELIEF. DISC AND BALLOON BEING TRANSPORTED TO WRIGHT FIELD BY SPECIAL PLANE FOR EXAMINAT INFORMATION PROVIDED THIS OFFICE BECAUSE OF NATIONAL INTEREST IN CASE . [redacted] AND FACT THAT NATIONAL BROADCASTING COMPANY, ASSOCIATED PRESS, AND OTHERS ATTEMPTING TO BREAK STORY OF LOCATION OF DISC TODAY. [redacted] ADVISED WOULD REQUEST WRIGHT FIELD TO ADVISE CINCINNATI OFFICE RESULTS OF EXAMINATION. NO FURTHER INVESTIGATION BEING CONDUCTED.

WYLY
RECORDED

62-8377-14
EF B I
29 JUL 22 1947

END

CXXX ACK IN ORDER

UA 92 FBI CI MJW

BPI HS

8-38 PM O

6-22 PM OK FBI WASH D [redacted] WH

OK FBI CI [redacted]

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cc: [redacted]

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AAF-Form No. 10-414 (Rev 10 Sep 46)

CAS NND 760168 5-4-76
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SAVE

HEADQUARTERS
AIR MATERIEL COMMAND

IN REPLY ADDRESS BOTH COMMUNICATION AND ENVELOPE TO COMMANDING GENERAL, AIR MATERIEL COMMAND, ATTENTION FOLLOWING OFFICE SYMBOL:

TSDIN

TSDIN/EMM/ig/6-4190

WRIGHT FIELD, DAYTON, OHIO

SEP 23 1947

SUBJECT: AMC Opinion Concerning "Flying Discs"

TO: Commanding General
Army Air Forces
Washington 25, D. C.
ATTENTION: Brig. General George Schulgen
AC/AS-2

1. As requested by AC/AS-2 there is presented below the considered opinion of this Command concerning the so-called "Flying Discs". This opinion is based on interrogation report data furnished by AC/AS-2 and preliminary studies by personnel of T-2 and Aircraft Laboratory, Engineering Division T-3. This opinion was arrived at in a conference between personnel from the Air Institute of Technology, Intelligence T-2, Office, Chief of Engineering Division, and the Aircraft, Power Plant and Propeller Laboratories of Engineering Division T-3.

2. It is the opinion that:

a. The phenomenon reported is something real and not visionary or fictitious.

b. There are objects probably approximating the shape of a disc, of such appreciable size as to appear to be as large as man-made aircraft.

c. There is a possibility that some of the incidents may be caused by natural phenomena, such as meteors.

d. The reported operating characteristics such as extreme rates of climb, maneuverability (particularly in roll), and action which must be considered evasive when sighted or contacted by friendly aircraft and radar, lend belief to the possibility that some of the objects are controlled either manually, automatically or remotely.

e. The apparent common description of the objects is as follows:-

(1) Metallic or light reflecting surface.

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DOCUMENT 1